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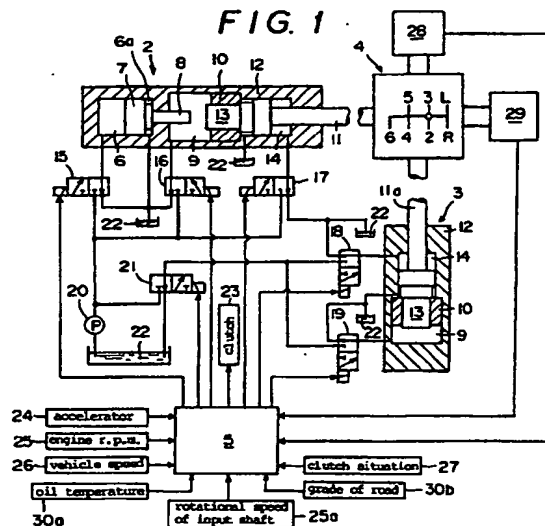
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(54) Electronically controlled transmission.

(57) An electronic-controlled transmission comprising: a fluid pressure source (22), a select actuator (2) for carrying out the select operation of a transmission operating mechanism, a shift actuator (3) for carrying out the shift operation of said transmission operating mechanism, a proportional electromagnetic type pressure control valve (21) inserted and connected between said fluid pressure source (22) and said shift actuator (3), and an electronic-control device (5) for selecting transmitting position on basis of signals of an operating amount of accelerator, engine r.p.m. and vehicle speed and controlling a fluid pressure circuit of said actuators, said proportional electromagnetic type pressure control valve (21) is driven by an output of said electronic-control device (5) corresponding to a transmitting position, and a fluid pressure supplied to said shift actuator (3) is controlled corresponding to each transmitting operation.



The present invention relates to an electronic-controlled transmission in which a fluid pressure of a shifting actuator for driving a shift rod corresponding to each transmitting operation of a vehicle transmission is regulated to obtain a smooth and rapid transmitting operation.

5 (Prior Art)

An electronic-controlled automatic transmission has already been put to practical use in which a fluid pressure circuit comprising a clutch actuator for connecting and disconnecting a clutch, and a select actuator and a shift actuator which are connected to a general manually-operated gear transmission is
10 controlled by an output of an electronic control device on the basis of signals of an operating amount of an accelerator pedal, a rotational speed of the engine, a vehicle speed and so on.

In the case of the manually-operated gear transmission, according to the skill of a driver, a transmission lever is rapidly operated with a great force in the transmission of a low-speed stage, whereas a transmission lever is operated with a small force in the transmission of a high-speed stage. Therefore, no excessive load
15 exerts on a transmission mechanism of high-speed state which is relatively weak in terms of strength, thus giving rise to no problem. However, in the case where a transmission operating mechanism is uniformly driven by a common fluid pressure actuator, when a drive force of the actuator is small, it takes time for the transmitting operation of the low-speed stage to impair the smooth acceleration of vehicle. Conversely, when the drive force of the actuator is large, an excessive force is applied to the transmission mechanism
20 of the high-speed stage to possibly damage the transmission mechanism.

For solving the aforementioned problems, there has been proposed an electronic-controlled automatic transmission as disclosed in Japanese Patent Application Laid-Open No. 63 (1988) - 167,156 publication, in which an electromagnetic valve inserted into and connected to a drain passage of a pneumatic actuator is closed to reduce a drive force of the pneumatic actuator to prevent a damage of a synchronous mechanism,
25 and after completion of the synchronous operation of the synchronous mechanism, the electromagnetic valve is opened to increase the drive force of the pneumatic actuator, thus attaining the rapid transmitting operation. In the aforementioned electronic-controlled automatic transmission, however, the drive force of the pneumatic actuator is not controlled corresponding to the transmitting operation of each transmission stage, and particularly in case of using oil pressure as a fluid pressure, the smoothness of the operation is
30 impaired.

(Problem to be solved by the Invention)

In view of the aforementioned problem, an object of the present invention is to provide an electronic-
35 controlled transmission in which in connection with transmitting operations (shift operation and shift release) of each transmission stage, a drive force of an actuator is controlled to a proper value so as to obtain a rapid transmitting operation while avoiding a damage of a transmission operating mechanism.

(Means for solving the problem)

40 For achieving the aforesaid object, the present invention provides an arrangement wherein a proportional electromagnetic type pressure control valve is inserted and connected between a fluid pressure source and a shift actuator for carrying out the shift operation of a transmission, said proportional electromagnetic type pressure control valve being driven by an output of an electronic-control device
45 corresponding to a transmitting position, and a fluid pressure supplied to the shift actuator is controlled corresponding to each transmitting operation.

(Function)

50 The proportional electromagnetic type pressure control valve inserted and connected between the fluid pressure source (pneumatic or oil pressure) and the actuator regulates the fluid pressure to the actuator in response to the shift operation and the shift release of each transmission stage. Therefore, the load applied to the transmission operating mechanism, particularly each synchronous mechanism is not excessive, and the rapid transmitting operation is obtained.

55 (Embodiments of the Invention)

Fig. 1 is a structural view of an electronic-controlled automatic transmission according to the present

invention. A 6-stage transmission is driven by a select actuator 2 and a shift actuator 3. The actuator 2 comprises and an actuator 3 for a shift. The actuator 2 comprises a hollow piston 10 fitted into a large diameter portion of a stepped cylinder 12, a stepped piston 13 having a small diameter portion fitted into the hollow piston 10 and a large diameter portion fitted into a small diameter portion of the stepped cylinder 12, and a rod 11 connected to the stepped piston 13, said rod 11 being connected to the transmission operating mechanism 4.

When pressure oil is supplied to chambers 9 and 14 of the actuator 2, the transmission operating mechanism 4 is selected to 2-3 stage as shown; when pressure oil is supplied to the chamber 9, the only the stepped piston 13 moves rightward and the mechanism 4 is selected to L-R stage; and when pressure oil is supplied to the chamber 14, the stepped piston 13 moves leftward till it impinges upon a rod 8 and the mechanism 4 is selected to 4-5 stage. A chamber 6 is defined from a chamber 6a in communication with an oil tank 22 by a piston 7 fitted into a further cylinder aligned with the stepped cylinder 12, and the rod 8 coupled to the piston 7 is extended toward the chamber 9. When oil pressure of the chamber 6 is released and pressure oil is supplied to the chamber 14, the rod 8 is pushed leftward by the stepped piston 13, and the transmission operating mechanism 4 is selected to stage-6 by the rod 11. The chambers 6, 9 and 14 can be communicated with a discharge port of a hydraulic pump 20 or the oil tank 22 by electromagnetic switching valves 15, 16 and 17, respectively.

The actuator 3 is similar to a right half of the actuator 2, and common members are indicated by common reference numerals, description of which are omitted. A rod 11a coupled to the stepped piston 13 is connected to the transmission operating mechanism 4. The chambers 14 and 9 can be communicated with the discharge port of the hydraulic pump 20 or the oil tank 22, via a pressure control valve 21 which will be described later, by electromagnetic switching valves 18 and 19, respectively.

An electronic-control device 5 comprised of a microcomputer selects transmission stages on the basis of signals of an accelerator sensor 24 for detecting the operating amount of an acceleration pedal, a r.p.m. sensor 25 for detecting the rotational speed of the engine, and a vehicle speed sensor 26 to control an electromagnetic switching valve (not shown) of a fluid pressure circuit of a clutch actuator for connecting and disconnecting a clutch 23 and control the electromagnetic switching valves 15 to 19 and a proportional electromagnetic type pressure control valve 21 of the fluid pressure circuit of the transmission operating mechanism. The operation of the clutch actuator, an operating position of the actuator 2, an operating position of the actuator 3, and the operating state of a synchronous mechanism of the transmission are detected by a clutch sensor 27, a select sensor 29, a shift sensor 28 and a rotational speed sensor 25a disposed opposedly of an input shaft of the transmission, respectively, and then inputted into the electronic-control device 5. A temperature of oil supplied to the actuator 3 is detected by a oil temperature sensor 30a, and a slope or grade of road is detected by a road sensor 30b from an inclination between front and rear portions of the vehicle body and then inputted into the electronic-control device 5.

As shown in Fig. 2, in the proportional electromagnetic type pressure control valve 21, a valve seat 32 having a tapered valve passage 40 is fitted and supported internally of a valve housing 31, and a spring 33 is interposed between a spring seat 39 of a stem of a tapered valve body 34 and the valve seat 32. The valve body 34 is movable to and from the valve seat 32 and is connected to a plunger 38 of an electromagnetic actuator comprising an electromagnetic coil 35, yokes 37 and the plunger 38. When the plunger 38 is attracted leftward in proportional to an exciting current i applied to the electromagnetic coil 35 and against the force of the spring 33, the valve body 34 is moved away from the valve passage 40, and oil pressure supplied from an inlet 41 to the actuator 3 via the valve passage 40 and an outlet 42 increases (see Fig. 3).

In the present invention, the durable strength of the transmission operating mechanism, particularly the synchronous mechanism of each transmission state is designed according to the transmitting torque so that as shown in Fig. 4, an exciting current i of the proportional electromagnetic type pressure control valve 21 is regulated according to the shift operation and shift release of each transmission stage, oil pressure (see Fig. 3) supplied to the actuator 3 is regulated and the drive force of the actuator 3 is controlled. In this case, a transmitting position is detected by the select sensor 29 and the shift sensor 28.

Preferably, the drive force of the actuator 3 is corrected according to the running conditions. Since when a temperature of working oil is low, an operating resistance of the actuator 3 is large, an exciting current i multiplied by a correction value α corresponding to oil temperature is applied to the proportional electromagnetic type pressure control valve 21, as shown in Fig. 5. In order to obtain a smooth and rapid acceleration of vehicle, an exciting current i multiplied by a correction value β corresponding to the vehicle speed is applied to the proportional electromagnetic type pressure control valve 21. In the low speed operation, pressure oil higher than ordinary oil pressure is supplied to the actuator 3. Further, as shown in Fig. 7, an exciting current i multiplied by a correction value γ according to the grade of road is applied to

the proportional electromagnetic type pressure control valve 21. The larger the road grade, the higher pressure oil than ordinary oil pressure is supplied to the actuator 3.

Fig. 8 is a flow chart of programs in which the aforementioned controls are carried out by the electronic-control device 5 comprised of a microcomputer. In Fig. 8, p11 to p29 represent the steps for the programs.

5 The programs are repeatedly executed every predetermined time.

At step p11, the program starts. At step p12, a transmitting position is read from the select sensor 29 and the shift sensor 28; and the oil temperature, vehicle speed and road grade are read from the oil temperature sensor 30a, vehicle speed sensor 26 and road sensor 30b, respectively. At step p13, when transmitting is required in view of the relation between the engine r.p.m. with respect to the present
10 transmitting position and the operating amount of the acceleration pedal, the optimum transmitting position is obtained from a control map stored and set in advance in ROM, and a transmitting instruction is provided. At step p14, the clutch is cut off. At step p15, judgment is made from the signal of the clutch sensor 27 if the clutch is cut off. If the clutch is not cut off, the execution returns to p14.

If the clutch is cut off at step p15, step p16 is executed so that the proportional electromagnetic type
15 pressure control valve 21 is actuated corresponding to the content of transmitting instruction at step p13. More specifically, the exciting current corresponding to the present transmitting position, oil temperature, vehicle speed and road grade is obtained from the control map stored and set in advance in ROM and is applied to the proportional electromagnetic type pressure control valve 21 to control oil pressure supplied to the actuator 3 via the electromagnetic switching valves 18 and 19. At step p17, one of the electromagnetic
20 switching valves 18 and 19 is excited and switched to drive the actuator 3 and release engagement between gears at the present transmitting position. At step p18, judgement is made if the transmitting position is at a neutral position. If the transmitting position is not in the neutral position, the execution returns to step p17.

If the transmitting position is in the neutral position at step p18, select is made at step p19. More
25 specifically, two or three of the electromagnetic switching valves 15, 16 and 17 are excited and switched to drive the actuator 2. At step p20, the exciting current corresponding to new transmitting position, oil temperature, vehicle speed and road grade is obtained from a control map stored and set in advance in ROM and is applied to the proportional electromagnetic type pressure control valve 21 to control oil pressure supplied to the actuator 3 via the electromagnetic switching valves 18 and 19. At step p21, one of
30 the electromagnetic switching valves 18 and 19 is excited and switched to drive the actuator 3. At step p22, judgement is made if synchronous operation of a synchronous mechanism of a predetermined transmission gear (a transmission gear determined at step p13) has been completed. That is, since the number of revolutions of the input shaft of the transmission varies before and after the synchronous operation, the synchronous operation is judged to have been completed when a variation in signal of the rotational speed
35 sensor 25a provided opposedly of the input shaft does not exist ($dN/dt = 0$). If the synchronous operation of the synchronous mechanism of the transmission gear is not completed at step p22, the execution returns to step p21.

If the synchronous operation of the synchronous mechanism of the transmission gear is completed at step p22, judgement is made at step p23 if the vehicle speed assumes a value corresponding to the
40 operating condition of the engine and the transmitting position. More specifically, judgement is made if a value obtained by multiplying the number of revolutions N1 of the input shaft of the transmission by a ratio a of transmission gears is equal to the number of revolutions N2 of the output shaft of the transmission. If the value obtained by multiplying the number of revolutions N1 of the input shaft of the transmission by the ratio a of the transmission gears is not equal to the number of revolutions N2 of the output shaft, the
45 execution returns to step p21.

If the value obtained by multiplying the number of revolutions N1 of the input shaft of the transmission by the ratio a of transmission gears is equal to the number of revolutions N2 of the output shaft at step p23, the electromagnetic switching valves 18 and 19 are returned to the illustrated positions at step p24. At step
50 p25, judgement is made if a shift to a predetermined transmitting position is made by signals of the select sensor 29 and the shift sensor 28. If the shift to a predetermined transmitting position is not made, the execution is returned to step p24.

If the shift to a predetermined transmitting position has been made at step p25, the clutch is connected at step p26. At step p27, judgement is made if the clutch is connected according to the signal of the clutch sensor 27. If the clutch is not connected, the execution returns to step p26. If the clutch is connected, the
55 proportional electromagnetic type pressure control valve 21 is returned to the illustrated open position at step p28, and the program is terminated at step p29.

While the aforementioned embodiments, the case of the electronic-controlled automatic transmission has been described, it is to be noted that the present invention is not limited thereto but the present

invention can be also applied to a remote-controlled transmission in which the engine and the transmission are mounted at the rear of a vehicle body, as in a large-sized bus, for example, and a transmission lever at a driver's seat is not mechanically connected to the transmission. In this case, a transmitting position signal selected by operating a transmission lever by a driver is fed to an electronic-control device, and the clutch is connected and disconnected by a clutch pedal operated by a driver.

(Effect of the Invention)

As described above, according to the present invention, a proportional electromagnetic type pressure control valve is inserted and connected between a fluid pressure source and a shift actuator for carrying out the shift operation of a transmission, the proportional electromagnetic type pressure control valve being driven by an output of an electronic-control device corresponding to a transmitting position, and a fluid pressure supplied to the shift actuator is controlled corresponding to each transmitting operation. The drive force of the shift actuator applied to the transmission operating mechanism is regulated corresponding to the transmitting operation to each transmitting position, and therefore, an abnormal wear and damage of each synchronous mechanism can be prevented.

Furthermore, since the fluid pressure supplied to the shift actuator is regulated corresponding to the transmitting operation to each transmitting position, a proper drive force is transmitted to the transmission operating mechanism, the transmission is no wasteful of operation time, and smooth and rapid acceleration and deceleration of vehicle is obtained.

4. BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 is a structural view of an electronic-controlled transmission according to the present invention; Fig. 2 is a side sectional view of a proportional electromagnetic type pressure control valve; Fig. 3 is a characteristic diagram of the proportional electromagnetic type pressure control valve; Figs. 4 to 7 are diagrams indicative of correction amounts with respect to the transmitting conditions of a current applied to the proportional electromagnetic type pressure control valve; and Fig. 8 is a flow chart showing programs in which the proportional electromagnetic type pressure control valve is controlled by the electronic-control device.

3: shift actuator 4: transmission operating mechanism 5: electronic control device 20: hydraulic pump 21: proportional electromagnetic type pressure control valve 24: accelerator sensor 25: engine r.p.m. sensor

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a: ratio NL,N2: revolution
i: current α, β, γ : correction value

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1:	21: pressure control valve
2: select actuator	22: oil tank
3: shift actuator	23: clutch
4: transmission operating mechanism	24: accelerator sensor
5: electronic control device	25: r.p.m. sensor
6: chamber	25a: rotational speed sensor
6a: chamber	26: vehicle speed sensor
7: piston	27: clutch sensor
8: rod	28: shift sensor
9: chamber	29: select sensor
10: hollow piston	30a: oil temperature sensor
11: rod	30b: road sensor
11a: rod	31: valve housing
12: stepped cylinder	32: valve seat
13: stepped piston	33: spring
14: chamber	34: valve body
15: electromagnetic switching valve	35: electromagnetic coil
16: electromagnetic switching valve	36: spring
17: electromagnetic switching valve	37: yoke
18: electromagnetic switching valve	38: plunger
19: electromagnetic switching valve	39: spring seat
20: hydraulic pump	40: valve passage
	41: inlet
	42: outlet

Claims

- 55 1. An electronic-controlled transmission comprising a fluid pressure source (22), a select actuator (2) for carrying out the select operation of a transmission operating mechanism, a shift actuator (3) for carrying out the shift operation of said transmission operating mechanism, a proportional electromagnetic type pressure control valve (21) inserted and connected between said fluid pressure source (22) and said

- shift actuator (3), and an electronic-control device (5) for selecting transmitting position on basis of signals of an operating amount of accelerator, engine r.p.m. and vehicle speed and controlling a fluid pressure circuit of said actuators, characterized in that said proportional electromagnetic type pressure control valve (21) is driven by an output of said electronic-control device (5) corresponding to a transmitting position, and a fluid pressure supplied to said shift actuator (3) is controlled corresponding to each transmitting operation.
2. An electronic-controlled transmission according to claim 1, wherein said electronic control device (5) is connected to an acellerator sensor (24).
 3. An electronic-controlled transmission according to claim 1 or 2, wherein said electronic control device (5) is connected to a r.p.m. sensor (25).
 4. An electronic-controlled transmission according to at least one of the preceeding claims, wherein said electronic control device (5) is connected to a vehicle speed sensor (26).
 5. An electronic-controlled transmission according to at least one of the preceeding claims, wherein said electronic control device (5) is connected to a clutch sensor (27).
 6. An electronic-controlled transmission according to at least one of the preceeding claims, wherein said electronic control device (5) is connected to an oil temperature sensor (30a).
 7. An electronic-controlled transmission according to at least one of the preceeding claims, wherein said electronic control device (5) is connected to a rotational speed sensor (25a).
 8. An electronic-controlled transmission according to at least one of the preceeding claims, wherein said electronic control device (5) is connected to a sensor (30b) for detecting the inclination between the front and the rear portions of a vehicle body.
 9. An electronic-controlled transmission according to at least one of the preceeding claims, wherein the exciting current of the electromagnetic coil of said pressure control valve (21) is regulated.
 10. An electronic-controlled transmission according to at least one of the preceeding claims, wherein the drive force of said shift actuator (3) is corrected according to the detected running conditions.

FIG. 3

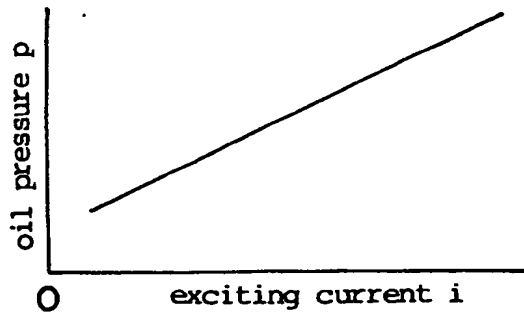


FIG. 4

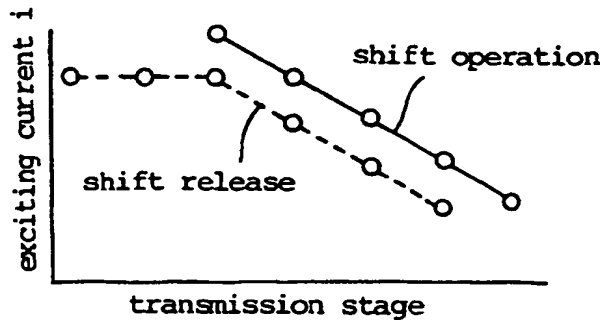


FIG. 5

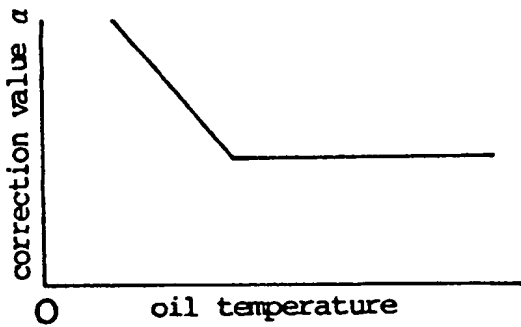


FIG. 6

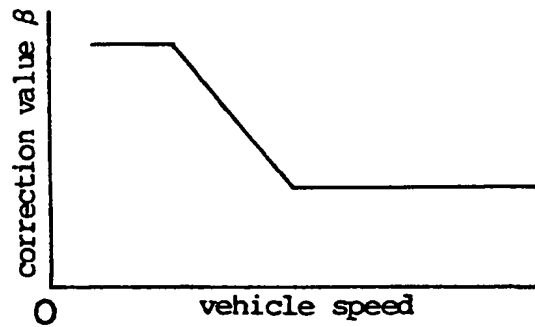


FIG. 7

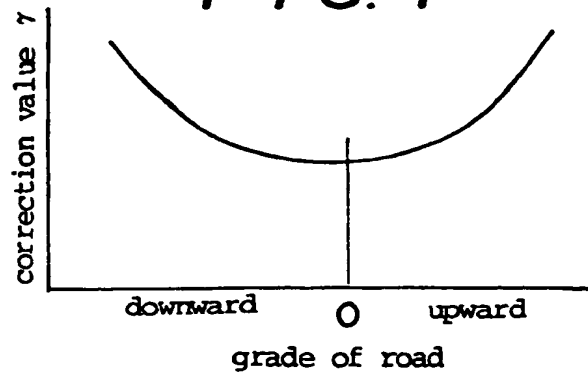
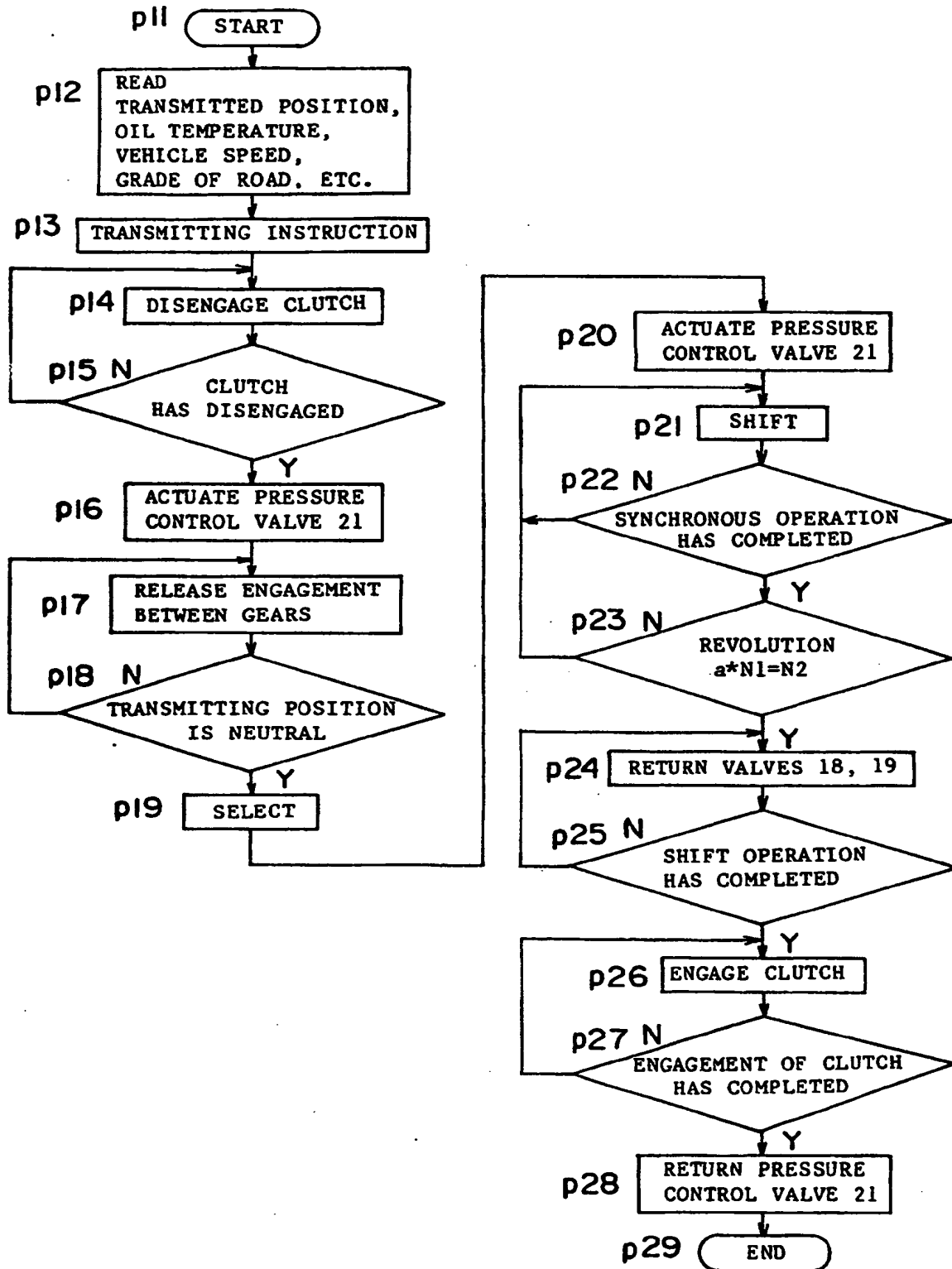


FIG. 8





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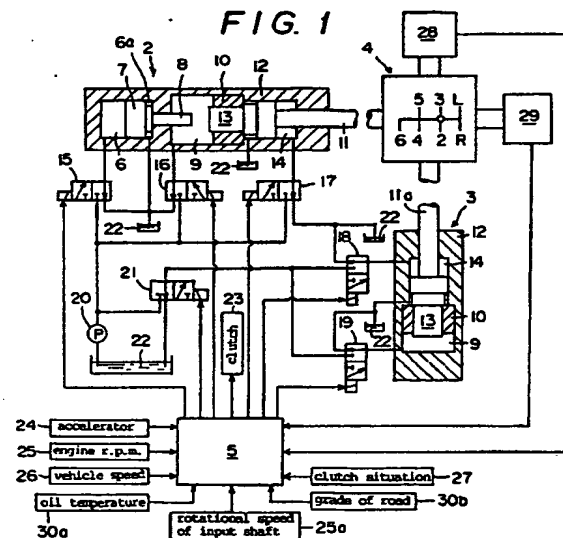
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24 Electronically controlled transmission.

• An electronic-controlled transmission comprising: a fluid pressure source (22), a select actuator (2) for carrying out the select operation of a transmission operating mechanism, a shift actuator (3) for carrying out the shift operation of said transmission operating mechanism, a proportional electromagnetic type pressure control valve (21) inserted and connected between said fluid pressure source (22) and said shift actuator (3), and an electronic-control device (5) for selecting transmitting position on basis of signals of an operating amount of accelerator, engine r.p.m. and vehicle speed and controlling a fluid pressure circuit of said actuators, said proportional electromagnetic type pressure control valve (21) is driven by an output of said electronic-control device (5) corresponding to a transmitting position, and a fluid pressure supplied to said shift actuator (3) is controlled corresponding to each transmitting operation.





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EUROPEAN SEARCH REPORT

Application Number

EP 91 11 4425

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.5)
X	EP-A-0 378 218 (IVECO FIAT S.P.A.) * column 1, line 48 - column 2, line 31 * * column 6, line 22 - column 9, line 33 *	1,2-6,10	F16H61/28
A	---	8	
A	US-A-4 928 544 (MARKYVECH, RONALD K. ET AL.) * column 1, line 65 - column 2, line 16 * * claim 1 *	1,10	
A	GB-A-2 214 248 (AUTOMOTIVE PRODUCTS PLC) * abstract * * figure 1 *	1,10	

			TECHNICAL FIELDS SEARCHED (Int. Cl.5)
			B60K F16H
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 19 MARCH 1992	Examiner VAN PROOIJEN T.
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